

BONNINING by European methods with the best materials, and under European supervision at the THE "DAILY PRESS" OFFICE. Always pronounced equal to home work, and prices very moderate.

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

No. 11,794. 九四九百七千壹萬壹第 日二十月十日十二月光 HONGKONG, FRIDAY, NOVEMBER 20th, 1895. 五卅月 九十二月一十日五十九百八千壹英港香 PRICE \$24 PER MONTH

Hongkong Daily Press.

ESTABLISHED 1857.

CHUNG NGOI SAN PO.
(Chinese Daily Press).
PUBLISHED DAILY.
Is the oldest and still innumerable best
medium for Advertising among the
Chinese.

Established for nearly Forty Years, it
circulates largely throughout Southern China,
Indo-China, etc.

Terms for Advertising (Translations free) can
be obtained at the Office, Wyndham Street,
Hongkong; or from the different Agents.

Documents translated from or into Classical
or Colloquial Chinese.

No. 11,794.

九四九百七千壹萬壹第

日二十月十日十二月光

HONGKONG, FRIDAY, NOVEMBER 20th, 1895.

五卅月 九十二月一十日五十九百八千壹英港香

PRICE \$24 PER MONTH

SHIPPING.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisers and Subscribers who are not ordered a fixed period will be continued until otherwise notified.

Order for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address PAPER. P.O. Box 20. Telephone No. 1.

NEW ADVERTISEMENTS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI. THE Company's Steamship.

"HAILOONG."

Captain Davis, will be despatched for the above ports TO-MORROW, the 30th inst., at 4 p.m.

For Freight or Passage apply to

DOUGLAS LAFAYE & CO., General Managers.

Hongkong, 28th November, 1895. [2459]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo and Passengers through routes for CHEFOU, TIENTHIN, NEWCHIANG, HANKOW, and Ports on the YANGTZE).

THE Company's Steamship.

"FOOKSANG."

Captain Anderson, will be despatched as above

TO-MORROW, the 30th inst., at 4 p.m.

For Freight or Passage apply to

JARDINE, MATTHESON & CO., General Managers.

Hongkong, 29th November, 1895. [2461]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA PORTS OF CALL.

THE Company's Steamship.

"QANFA."

J. Davies, Commander, will be despatched as above

on the 2nd December, at 5 o'clock p.m.

For Freight or Passage apply to

HOLLIDAY, WISE & CO., Agents.

Hongkong, 28th November, 1895. [2460]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN."

FROM LONDON AND STRAITS.

Consignees of Cargoes by the above named

were advisedly informed that their goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

goods are landed.

Instructions will be landed here unless

instructions are given to the contrary before

1 p.m. on 29th inst.

Goods not cleared by the 5th proximo, at 4

p.m. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged packages must be left in the

Godown and notice of same given to the

undersigned, before the 7th proximo, after

which no claims will be recognized.

ALF. WOOLLEY.

Acting Superintendent.

Hongkong, 29th November, 1895. [2461]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER OF THE ESTATE OF

HANS CHRISTIAN HIRNICH

ROTH HOPPIUS, LATE OF

VICTORIA, HONGKONG, MERCHANT, DECEASED.

NOTICE is hereby given that the Honou-

able, the CHIEF JUSTICE, sitting in

VICTORIA, on the 9th NOVEMBER, 1895, Section 3,

made an Order limiting to the 6th day of JANUARY, 1896, the time for Creators and others to

submit for confirmation as to Special

Resolutions.

"That the new Articles of Association

"already approved by this meeting and for

"the purpose of identification" embodied

"by the Chairmen thereof and the same

"are hereby approved" and that such

"Articles be and they are hereby made

"as the Articles of Association of the Com-

"pany to the intention of all the existing

"Articles of Association theretofore."

Dated this 7th day of November, 1895.

VICTOR H. DEACON,

Solicitor for the Executor,

36, Queen's Road,

Hongkong. [2318]

PRELIMINARY ADVERTISEMENT.

A NEWSPAPER

will be Published very soon,

to be called

HUMPHREYS' CLOCK.

JOHN D. HUMPHREYS & SON,

Hongkong, 28th November, 1895. [2452]

KELLY & WALSH, LIMITED.

Swan Fountain Pens, assorted degrees,

Cross Stylograph Pens.

Combined Letter Weight and Paper Clip.

Memorandum Pocket and MS. Books; Various.

A Man of Mark, by Anthony Hope.

The Lady's Juggernaut; A. C. Gunter,

Story of Bessie Costello, by Author of Robert

Elmer.

An Australian in China, by Morrison.

The Lady in Grey; George Obart.

The Crime of a Christmas Toy.

Notable Answers to the Thine and Questions.

The Bold and the Vile.

David's Letters on Whist to Masters Players.

Stanley Gibbons' Duplicate Stamp Album.

New Edition Hopkins' Guide to Kuan Hua.

Instantaneous Photography, by Capt. Abney.

Hydrographical Surveying, by Wharton.

Lowndes' Law of General Average.

Unrued Peaks and Unrued Valleys;

A. B. Edwards.

The W. & G. Co., by Constance Doyle.

cheap Editions of Webster's Works.

WALTER W. BREWED.

Ready Ruled European Account Books, Cash

Books, Journals, Ledgers, Day Books; all

to match and strongly bound.

Merchandise—Lee Dumb Verges.

Cuthbert's Chess Openings, 60 cents.

New Stock of Tennis Bats, from 95 each.

Canvas Tennis Shoes, 25 per pair.

Underwear & Ladies' Tennis Bals.

Economic Mining, by Lock.

Latin Literature, by Mackell.

In Sirry Realms, by Ball.

Photography, Artistic and Scientific.

Events in Twopenny Eddition.

Christmas Cards.

Letters of Smith's Diaries and Data Books.

North China Data Books.

WALTER W. BREWED.

Queen's Road.

Underline Hongkong Hotel.

No. 11,794.

九四九百七千壹萬壹第

日二十月十日十二月光

HONGKONG, FRIDAY, NOVEMBER 20th, 1895.

五卅月 九十二月一十日五十九百八千壹英港香

PRICE \$24 PER MONTH

ENTERTAINMENT.

MEMORY.

CITY HALL.

MONDAY, the 2nd DECEMBER, 1895.

at 8 P.M.

Under the Distinguished Patronage and in the

Presence of H.E. Sir WILLIAM ROBINSON, K.C.M.G.,

and Suite, and of

H.E. General BLACK, C.B.,

Commander of H.M.'s Forces in China and Hongkong.

LIBERAL DISCOUNT ALLOWED. [1174, 28]

15, Queen's Road.

Hongkong, 15th November, 1895. [2454]

15, Queen's Road CENTRAL.

Hongkong, 15th November, 1895. [2454]

INTIMATIONS.

R. J. REMEDIOS,

FOREIGN & COLONIAL STAMP DEALER.

7A, CANE ROAD, HONGKONG.

Will be glad to send STAMPS on approval

to any address or receipt of satisfactory refer-

ence.

Is also prepared to purchase used POSTAGE

INTIMATION.
THE
HONGKONG DISPENSARY

has just received Fresh Supplies of

WHOLESALE
CONFECTIONERY

AND

DELICIOUS SWEETS.

of the HIGHEST QUALITY and PURITY

These include—

CADEBURY'S SPECIAL CREAMS

PÂTE D'ABRICOT, JORDAN ALMONDS

CARAMELS, PRALINES.

DESSERT CHOCOLATE.

NOUGAT, FRUIT JELLIES.

CRYSTALLISED FRUITS.

METZ FRUITS.

ASSORTED TOFFEES,

MIXED BONBONS.

PEPP' CHOCOLATES.

TANGERINE BISCUITS.

ORANGE PASTE, ORANGE ROLLS

do. do.

Together with the Latest Novelties in
FANCY BOXES,which are very suitable as Seasonable Presents
for Ladies and Young People.FRENCH
CONFECTIONERY and CONSERVES
in Large Assortment
from the Best PARISIAN HOUSES.A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.Established A.D. 1841.
Hongkong, 9th November, 1895.

20

NOTICES TO CORRESPONDENTS.

Only communications relating to the news column
should be addressed to THE EDITOR.Correspondents must forward their names and addresses
with communications addressed to THE EDITOR, not
for publication, but as evidence of good faith.All letters for publication should be written on one
side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only Supplied for Cash
P.O. Box. 20.

DEATH.

At Kobe, on the 17th November, W. C. Bosom,
a native of Amsterdam, Holland, in his 57th year.

The Daily Press.

HONGKONG, NOVEMBER 29TH, 1895.

A CORRESPONDENT in the *China Mail*, signing
himself "Physician," ascribes the fever so
prevalent this year to the drainage system.More weight would have attached to this expression of opinion had the writer given his own name. For it is from us to decry
anonymity in the discussion of public questions;on the contrary, in dealing with matters of argument and opinion of known
and recognised facts it is conducive to im-
partial judgment that the views of thosetaking part in the discussion should be pre-
sented simply for what they are worth on
their merits without any extrinsic import-
ance or otherwise they might derive from
the disclosure of the identity of the writer.On purely technical and professional ques-
tions, however, questions on which the average
layman is not supposed to be able to form
an opinion for himself, we must necessarily
be guided by authority, and in that case
anonymity of correspondence is to be severely
depreciated. What a professional man is
afraid to say over his own name on matters
relating to his profession he ought not to
say at all. Furthermore, it is open to an
anonymous writer to adopt any nom de plumehe likes, if he can get his letter published on
such terms, and doubt might be entertained
in the case of a person using a professional title
as to whether he was entitled to do so. We
do not for a moment suppose, however,
that our contemporary would open his
columns to a correspondent making use of a
fraudulent designation, and we are therefore
compelled to accept "Physician's" letter asthe deliverance of one of our local doctors,
though not without difficulty, for it seems
well nigh inconceivable that a medical
man should gravely pronounce the prevalent
fever to be typhoid in its character or deliberately
express a preference for porousblue bricks to glazed earthenware pipes as
a material for making drains. It is true
the word "typhoid" is not used in the
letter, but as the writer says the fever is
caused by the drains we must assume that
that is what is meant.Our drainage system is still very far from
perfect, and we believe that grave mistakes
have been made in regard to it, but it is
in a far better condition than it was
formerly. Stenches still prevail, but that
is said to be because the old system has not
yet been altogether done away with. The
Governor in his speech the other day said—"A special inspection of the drainage of
private premises was made in the early
part of the year and revealed a most in-
sanitary state of affairs as regards the old
drains, whereas the drainage of thosepremises in which the new system has
been introduced was found to be in an
excellent condition." "Physician" may say
of that statement, as he does of another, that
"whoever is responsible for it, the paragraph
above quoted is emphatically erroneous
and misleading," in other words, that His
Excellency's professional adviser have con-
cluded to decide him; but that is a conclusion
that cannot be accepted by reasonable

men without sufficient proof. In con-
sidering whether the present year can
be regarded as on the whole a healthy
one, notwithstanding the fever, we cannot
go much behind the statistics. "Physi-
cian" accounts for the low death rate in
the very old and very young, the feeble or
worn out members of the community, hav-
ing been swept away in last year's epidemic;
but unfortunately for that argument the
classes named constitute a small proportion
of the population of Hongkong, which
is mainly made up of able-bodied men.
Without wandering into a wilderness of
aimless arguments with reference to the pre-
cise significance of the death statistics, how-
ever, there can be no doubt that there has
been an unusual amount of fever this
year, and that the Peak has suffered as
well as the lower levels and perhaps more
severely. The Governor ascribes the fever
to the drought, "Physician" to the drains.
Now it has long been recognised by medical
practitioners in Hongkong that an unusually
dry summer brings an unusual amount of
sickness, and the summer this year having
been the driest on record it was to be ex-
pected, if there is any foundation for the
theory of the doctors, that the health of
the community should suffer. On the
other hand, in opposition to the theory
that the sickness is caused by the drains,
we have the fact that fever was much
more prevalent in the colony, and hundreds
of times more fatal, before there was a
regular drainage system of any kind. It may
be said that does not apply to the Peak, be-
cause that district has only become populated
within the last fifteen years, and up to the
present year good health has prevailed there.
It is a fact, however, that the first sanatorium
at the Peak was abandoned on account of
its supposed unhealthiness, and that fever
has never been entirely absent from the
Hill District any more than from the lower
levels. It may be open to question whether
it was desirable to introduce a drainage system
at the Peak, though it was to be expected
that the system would be of great service
in preventing the spread of fever. The
situation in Turkey is generally im-
proving, Asia Minor is quiet, and a better feel-
ing is apparent on the European Bourses.

THE NAVAL DEMONSTRATION IN
THE LEVANT.

Fifty foreign war-ships are assembled in the
Levant, including eighteen British.

PROSPECTS IMPROVING IN
TURKEY.

The situation in Turkey is generally im-
proving, Asia Minor is quiet, and a better feel-
ing is apparent on the European Bourses.

TURKEY AND THE GUARD-SHIPS.

It is understood that the Powers are likely
to insist on the doubling of the guard-ships at
Constantinople notwithstanding the objections
raised by the Porte.

THE ARMENIAN MASSACRES.

Armenian estimates state that 40,000 victims
lost their lives in the recent massacres.

NON-ARRIVAL OF THE
"STEATH-EVILS."

TWENTY-FOUR DAYS OVERDUE.

The Northern Pacific steamship *Steath-Evils*,
which left Tacoma on the 13th October, and
arrived Victoria, B. C. on the same day, bound for
Hongkong, has not yet reached that port.
It is now 24 days since the time table
stated the 4th or 5th November. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand tons of four, a large quantity of
timed fish and meat, and she had sufficient coal
on board to enable her to steam forty days
from Victoria to Hongkong. She had 165
Chinese and Japanese steamer passengers on
board, but no Europeans beyond the officers
and crew. Her cargo consisted of nearly two
thousand

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAM PACKETS.
FROM ANTWERP, LONDON, AND
STEAMERS.

THE Steamship

"GLENFARO"

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained. Cargo remaining undelivered after the 30th instant will be subject to rent.

No Fire Insurance will be effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 7th proximo, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHERSON & CO., Agents.

Hongkong, 23rd November, 1895. [2406]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

BODWELL, CARILL & CO., Agents.

Hongkong, 25th November, 1895. [2406]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL
THE Steamship

"BEN LAWERS"

Captain Webster, will be despatched as above on about 7th December.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th November, 1895. [2445]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG
THE Company's Steamship

"EUPLECTELA"

Captain E. Morris, will be despatched as above on the 7th December.

For Freight or Passage, apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 27th November, 1895. [2449]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG,
PEKING (via Nagasaki), TUESDAY, Dec. 17,
Kobe, Inland Sea, and YOKO-
HAMA, at NOON.

CITY OF RIO DE JANEIRO,
Nagasaki, Kobe, (via Inland Sea, and Yoko-
hama), SATURDAY, Jan. 4, 1896, at NOON.

CITY OF PEKING (via
Nagasaki, Kobe, (via Inland Sea, and Yoko-
hama), SATURDAY, Jan. 25, 1896, at NOON.

THE U. S. Mail Steamship "PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on TUESDAY, Dec. 17, 1895, at NOON, taking Passengers and Freight for Japan, the United States, and arriving at the 23rd instant.

Goods undelivered after the 4th Dec. will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined on the 29th instant, at 3 p.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th November, 1895. [2436]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TEALMON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be taken to the Godowns, where they will be examined on the 29th instant, at 3 p.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th November, 1895. [2407]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON"

FROM BOMBAY, COLOMBO, AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and/or placed on the Godowns of the Godown and Godown Company, Limited, at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and consignment can be obtained as soon as the goods are landed.

This vessel brings on Cargo —

From San Francisco, ex s.s. "Academy".

From Madras, ex s.s. "B. I. S. N. Co." and Benares, Persian S. N. Co.'s Steamers.

From Madras, ex s.s. "Scandia".

Optional goods will be landed here unless instructions are given to the contrary before 4 p.m. To-Morrow, 28th inst.

Goods not cleared by the 4th proximo, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the undersigned before the 6th inst., after which no claims will be recognized.

ALF. WOOLLEY,
Acting Superintendent.

Hongkong, 27th November, 1895. [2407]

VESSELS ON THE BERTH

FOR KOBE AND YOKOHAMA
THE Steamship

"AZAMOR"

Captain H. Nicholl, will be despatched as above To-Morrow, the 30th inst. at NOON.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 26th November, 1895. [2456]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"ESMERALDA"

Captain Taylor, will be despatched for the above Port the 30th inst. at 4 p.m.

This steamer has superior accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage apply to

SLEWELL & CO., General Managers.

Hongkong, 28th November, 1895. [2457]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOATS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, CO-
LOMBO, PONDSHERRY, MADRAS,
CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN
AND BLACK SEA PORTS.

ALEXANDRIYA, ALGERIA,
MAURITANIA, MAROC, AND
MARSEILLE, GIBRALTAR, HAVRE, AND
BORDEAUX.

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 11th December, 1895, at NOON, the Company's Steamship "YARMA," Commandant de Maubane, with Mails, Passengers, Specie, and Cargo, will leave the Port for the above places.

For Freight, apply to

SIEMSEN & CO.

Hongkong, 6th September, 1895. [1856]

STEAM TO NATAL AND CAPE PORTS

BY

THE NATAL DIRECT LINE.

FROM CALCUTTA

(MESSRS. BULLARD, KING & CO.'S LINE)

THE Undersigned having been appointed
GENERAL AGENTS in CHINA

FOR THE above Line are entitled to issue
THROUGH BILLS OF LADING FOR NATAL

AND CAPE PORTS.

Transhipment will be made at CALCUTTA.

Next sailing from CALCUTTA, S.S.

UMKUZI, about end of September, to be
followed by the S.S. "CONGELIA," on the
10th October.

For further Particulars apply to the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 23rd November, 1895. [2458]

FOR NEW YORK.

THE P. & O. S. N. Co.'s American Ship

"JOHN R. KELLY,"

Captain Chapman, having arrived, will load here for the above port and will have quick despatch.

For Freight, apply to

BODWELL, CARILL & CO.

General Agents for China and Japan.

Hongkong, 23rd November, 1895. [2414]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Steamship

"ARRATOON APCAR"

Captain J. E. Hansen, will be despatched for the above ports To-Morrow, the 30th inst. at 3 p.m. and not as previously advertised.

For Freight or Passage, apply to

DAVID SASSON, SONS & CO.

Agents.

Hongkong, 23rd November, 1895. [2406]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Steamship

"MEMNON"

Captain B. Branch, will be despatched To-
Morrow, the 30th inst. at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th November, 1895. [2445]

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKO-
HAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

BODWELL, CARILL & CO., Agents.

Hongkong, 23rd November, 1895. [2423]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKO-
HAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

BODWELL, CARILL & CO., Agents.

Hongkong, 23rd November, 1895. [2423]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKO-
HAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

BODWELL, CARILL & CO., Agents.

Hongkong, 23rd November, 1895. [2423]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO